ABSTRACT OF THE DISCLOSURE

In a vehicular brake force control apparatus, an engine brake force Feb is calculated; a road surface friction coefficient μ and a rear wheel degree of grip εr is calculated ; and a threshold value Ke is calculated such that the threshold value Ke increases as the road surface friction coefficient μ becomes smaller.   When the rear wheel degree of grip εr is smaller than the threshold value Ke, it is determined that vehicle behavior of a vehicle is liable to become unstable when the engine brake force Feb acts.   In this case, a sum of the engine brake force Feb and a target friction brake force Fbv based upon a steering operation amount of a driver is distributed to each wheel in accordance with a distribution that stabilizes the vehicle behavior of the vehicle.   Based on this distribution result, a friction brake force and an output torque of the engine are controlled.